



'Train guys don't know how to cut plastic!'

By Bill Dye

I never built a resin kit before. Vacuforms were challenging enough. Horror stories of grinding diamond hard surfaces; sagging landing gear struts and air bubbles the size of walnuts came to mind. But then somewhere I found out about Anigrand. They are making 1/72nd scale resin model airplanes many of which, of course, I had already purchased the vacuform version years ago – except for the Rainbow. That one I just plunked down some bucks for the vac version, plus extra parts, only to find out that these guys have a resin version out for, true, just a tad more money, but hey, it's resin. Oh well, I'll save my money for the Martin Sea Master; that one I don't have yet.

The kits Anigrand produce are, for me, like gifts from above (trumpets here). Some of their subjects I remember seeing in magazines when I was little but I never saw a kit of them; not even a vac – at least none that I knew of. They have stuff like the four engine tilt wing airplane, the four engine ducted fan looking thing and even a Mixmaster, Sky Lancer and of course the XF-84H Thunderscreech because I just finished the vac kit; shoot me now!

So, I took the plunge and, being a sucker for prototypes and the unusual, I bought the Skystreak, the Cutlass, the XB-46 and the Sky Lancer. When they arrived only 2 weeks later I opened the package that would be a stamp collectors dream and found there were only two boxes. What gives? I ordered four kits. I opened the XB-46 and the Sky Lancer boxes and found that they had taken the contents out of the other two

smaller kits, neatly folded the boxes and put them inside. Pretty clever!!

I looked at the Skystreak and thought, 'It's a tube with wings; should be the easiest to build . . . I think I'll do that one first.' I bought a book about building resin models¹ and after realizing that plastic glue was not for these kits, I grabbed my trusty epoxy and super glue and dug in. But wait . . . the real aircraft blurb:

The Real Aircraft:

"The Douglas Skystreak (D-558-1 or D-558-I) was designed in 1945 by the Douglas Aircraft Company for the U.S. Navy Bureau of Aeronautics, in conjunction with the National Advisory Committee for Aeronautics (NACA). The Skystreaks were turbojet powered aircraft that took off from the ground under their own power and had straight wings and tails.

Conceived in 1945, the D-558-I Skystreak was among the early transonic research airplanes like X-1, X-4, X-5, and XF-92A. Three of



Continued on page 3

The Styrene Sheet is a monthly publication of the Silicon Valley Chapter of the International Plastic Modelers Society (IPMS). Articles and comments should be submitted to Jared Bishop, Editor, P.O. Box 361644, Milpitas, CA 95036, or by E-mail at editor@svsm.org. Excerpts may be published only with written permission of the editor.

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EDITOR'S MODEL

By now I've accepted the fact that I don't have much to say as an editor. Just keep sending in your articles and I'll keep printing them. If your lucky you'll even get an issue on time. Barring any more printing problems this issue will be mailed November 11th Veterans Day.

So I've decided to take this space for the next three issues to chronicle the progress of model. Well I hope to have it done in three months.

I'm on a mission to boldly go where this modeler has never gone before. I will attempt to build a good Star Trek model. Most Star Trek model kits are rarely fit together well and lack the detail I crave. I am building the U.S.S. Defiant from Deep Space Nine, AMT/Ertl kit # 8255 and Don's Light and Magic (DLM) Starship lighting kit.

What attracted me to the U.S.S. Defiant was the look. It's one of the best looking ships in the Star Trek series. In short it was classified as an experimental ship NX in the registration numbers. It had a cloaking device and more weapons than a ship would need. It was the equivalent to a modern day Seal team. It would pop up behind enemy lines, cause mass destruction, and then fade away before anyone knew what happen. Latter in met its demise in some episode with lots of special effects. There is a more information on-line for all the Trekkies out there to check out.

I was excited to get the kit. While the detail is good it has raised panel lines and some of the edges are a little more round than square. I don't know if I will rescribe the lines or not. I think the kit will look good if can do a bang up job with the paint. Upon inspection of the fit I was disappointed. The bad news; it does not fit together as nice as Tamiya armor model might. It will need a lot of sanding and putty to fill the gaps. Other wise it will look bad.

The good news: there are very few parts. 16 with the DLM parts. That means big parts. I think the larger parts will

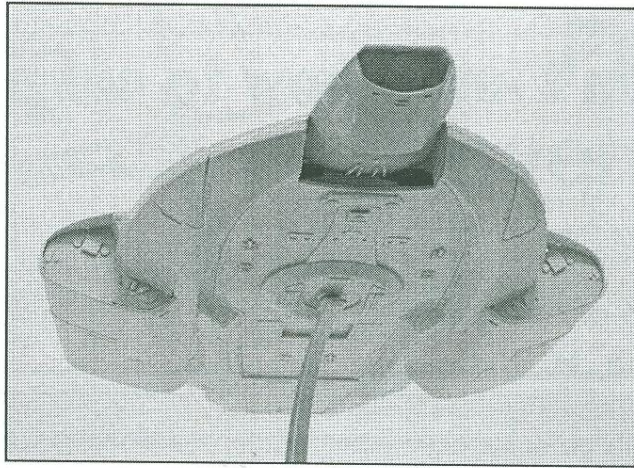
make handling the kit easier. It also makes it a great kit for the young trekie in the family.

My goal is to light this model and hang is up in my son's room as a night light. I don't know a thing about light a model but my Dad know a thing or two about electricity and currents. I will be using LEDs. If anyone knows a thing or two about lighting models I'd love to hear from you. I think I have counted 20 lights that I will need for this kit.

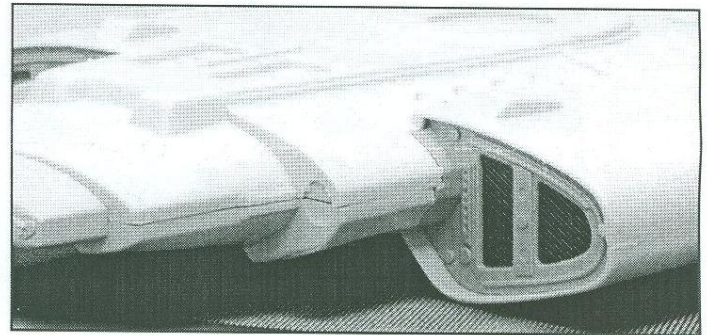
I think the front and bottom views look the best. There are lots of portholes I plan to drill out, fill with some clear epoxy and then lighting up.

The paint scheme that is included looks a bit off. I've seen a few on lines that followed the instruction and they don't look quite right. I do plan on doing

some weathering. This should be a lot of fun.



This view of the USS Defiant is what caught my eye.



Here we can see the large gap than needs to be filled.

The decals look old and cheap. I don't know how well they will look. I know there are aftermarket decals. I may use them.

Here is a hint for the cross word, the theme is air craft names and manufactures.

CONTEST CALENDAR

Saturday, November 4

The Antelope Valley Group hosts Desert Classic X Regional Meet at the Antelope Valley College, 3041 West Ave. K in Lancaster, California. For details, call Mike Valdez at (661) 256-0410 or e-mail him at mikevaldez151@msn.com, or visit the club website at www.avg-ipms.org

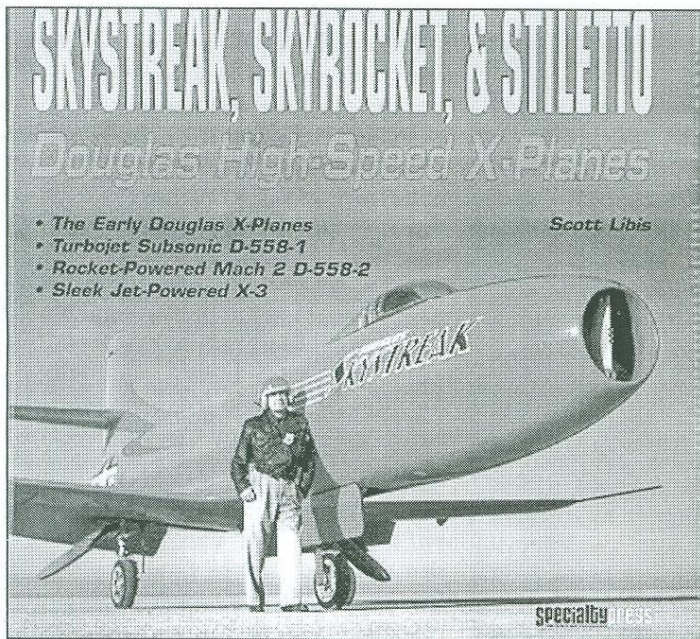
Saturday, December 9

The IPMS Silverwings in Sacramento will host the Region 9 2006 Holiday Classic. It will be held in Elk Grove at Joseph Kerr Middle School, 8865 Elk Grove Blvd.

For more informatin contact Art Silen 530-753-3265

Saturday, April 14

SVSM 2007 Kickoff Classic, more info at www.svsm.org



the single-seat, straight-wing aircraft flew in a joint program involving the National Advisory Committee for Aeronautics (NACA), the Navy-Marine Corps, and the Douglas Aircraft Co. from 1947 to 1953. In the process, the Skystreaks set several world speed records. All three D-558-1 Skystreaks were powered by Allison J35-A-11 turbojet engines producing 5,000 pounds-force (22 kN) of thrust."²

The Model:

Well it's pretty basic, a tube fuselage in halves with nice wings and horizontal stabilizers. It was so nice not having to scrape the trailing edges of the flying surfaces as one does for vac kits. To pick up a wing and have thin trailing edges right there . . . already done! I realized just how much of a drag vac trailing edges are for me. These were quit nice.

The little bits – gears, doors, cockpit, etc. – were nice; not very much flash on any of the parts and very delicate looking – at least compared to what I'm used to, and since I broke a gear door hinge strut trying to get it cleaned up.

I particularly enjoyed the fact that molded into the wings and fuselage were the wheel wells with detail! WOW I'm not used to that! The holes for the gears protruded through the top surface of the wings but a dab of putty and it was gone. The cockpit was sparse but that didn't bother me since I wanted to build the all metal canopy version. . . well, the whole canopy wasn't metal . . . I mean 'cuz if it were all metal then the guy couldn't see out . . . it's the almost all metal one with the teeny weenie windows that I wanted to do.

FUSELAGE:

I put enough weight in the nose to counter balance a bowling team with balls, so to speak. I added the control panel (habit), put in the intake splitter and glued the halves together.

I filled the too deep and too wide for my taste panel lines with TAMIA putty and/or Mr. Surfacer. But that was after I tried superglue. Yikes! The resin is soft and it was a job trying to sand the super glue without marring the resin even after only about an hour and a half of drying. The super glue wasn't even at that 'hard as a diamond' state yet. First resin lesson for me: don't use super glue to fill panel lines.

Let's see, very small cockpit with teeny weenie windows. What to do? Solution: gloss black interior, put canopy on

and hope Plastic Model proctologists with flashlights and magnifiers don't peer in and see what's not going on in there.

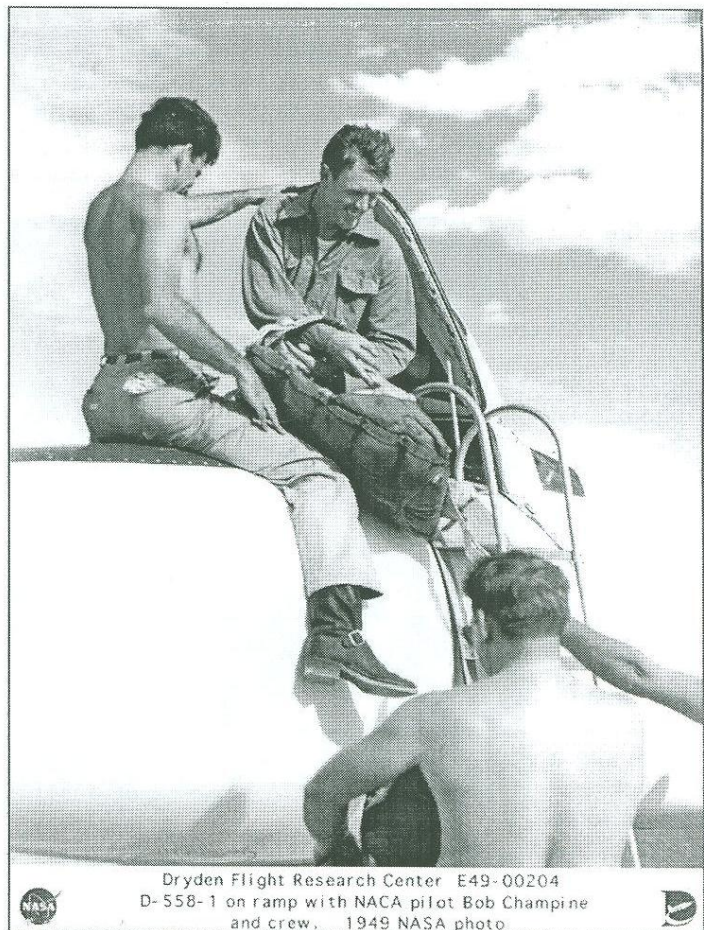
THE TAIL:

But wait. A reference photograph I had³ was taken exactly from the side looking right down the wing centerline. Something was wrong with the tail. I looked at the model kit tail and then the photo and then the kit tail and then the photo. I held a fuselage half with the kit tail propped up against the photo. Hm. The kit tail looked kind a like a DC-6 tail. Not only that, but the slot for the horizontal stabilizers had a couple of degrees of incidence. Was it too far aft? Nope. Too far forward? Nope. Was it just me? Maybe, but I didn't think so.

The photograph of the real a/c showed that the tail had a more pronounced 'hook' in the leading edge and the horizontal stabs were at zero degrees incidence. I debated. I don't fix things that I have to measure to see if they're out a whack. But this . . . this, to me, was out a whack. So, I decided to make a new tail. I measured the thickness at the base and it was not quite 0.10 inches thick.

I went to a train shop because they sold plastic sheet and I wanted to see if they had an N scale box car I wanted – oh, sorry, wrong hobby. I found some .080" white plastic; close enough. The guy at the counter, who always wants to know 'Why are you doing it that way?', and, oh by the way, 'you can do it better my way,' says, "Oh man this stuff is really tough to cut, you have to use a jig saw; you sure you want plastic that thick?"

I was tired of being polite. I was a tad . . . 'pointed'. I mean, I had a bad day – with the tail out of whack and all and, oh



Dryden Flight Research Center E49-00204
D-558-1 on ramp with NACA pilot Bob Champine
and crew. 1949 NASA photo



“Well Chief, I transferred the pattern to the white plastic using the ol’ – ‘rub a pencil on the back of the pattern then put the pattern on the plastic and trace over it with a pencil’ – trick.” I broke out the trusty dull Xacto and made cuts about a 16th of an inch all around in case it didn’t snap cleanly. “Would you believe 3/32nds plus an armored car?” Sorry, I’ll get out from under the ‘cone of silence’. It did; snap OK I mean. I sanded the pattern of the new tail with my 80 grit vacuform dry sanding matt to finalize the shape and to taper the thickness toward the tip. It

yeah, work stuff too, so I said, “No, it’s not tough to cut and yes I need it that thick.”

“So, how do you think you’re going to cut it?” as he looked down his nose.

“With an X-Acto knife.”

“Yeah, right. (snicker) How many cuts do you have to make? 30? You’ll go through a lot of blades!”

“Nope, one dull blade, one cut; one firm snap,” I said.

“Yeah, sure; well, good luck.”

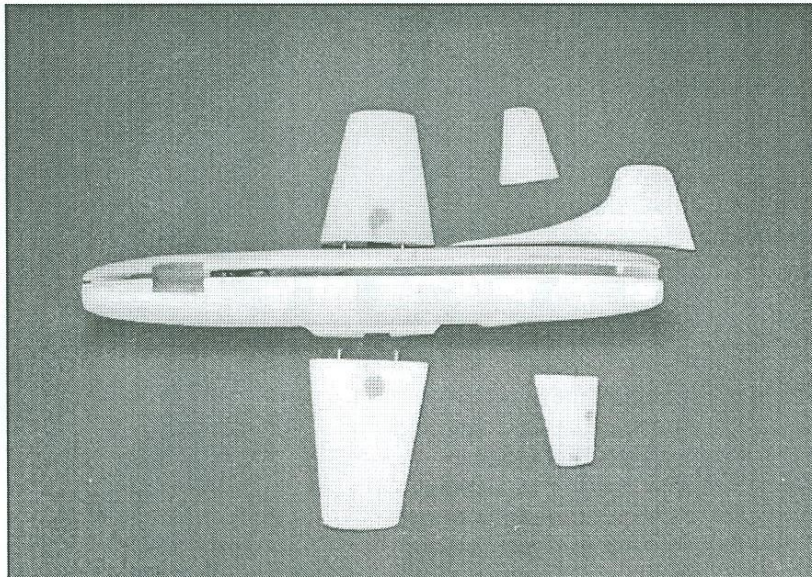
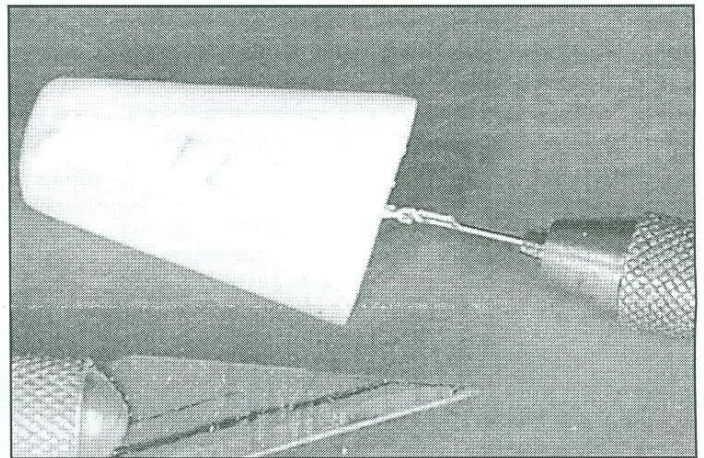
“Won’t need luck, just an Xacto knife.”

He looked at me like I was nuts. I paid my \$4.90 for a hunk of plastic and when I got home I took out one of my normally dull knives and make one pass and snapped the plastic. I did it again in another direction and just like that I had a small rectangle of .080 plastic in my hand.

I smiled. It’s these little things in life that can be so rewarding sometimes.

I made the pattern for the new tail by photocopying the magazine photo. I changed the copier magnification until the fuselage length was the same length as the model. Shhh, I smuggled a fuselage half into work and used the fancy-schmancy machine that can enlarge or reduce copy. Like I said, this photo was a perfect side shot and even if there was some photo distortion, it would be closer than the kit DC-6 tail.

I had to transfer the photo of the correctly shaped tail to the white plastic. As Agent 86 Maxwell Smart would say,



was finished by sanding with wet 400 then 600 paper. I scribed the rudder and then added some plate like thingies copied from the kit tail using 0.015” thick plastic. I transferred some bumps that I cut off of the kit tail onto the new tail in the same spots. (The little bumps were tiny fairings for the counter weights for the elevators and rudder).

FINAL ASSEMBLY

For each flying surface I drilled small holes into each root chord (poke with a pin or something where

Continued on page 7

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Kit Lam (#43382)

LETTERS TO THE EDITOR

Our show-n-tell is the important information dispensing part of our meetings. Unfortunately at many of our meetings there have been a few members who seem bent on keeping their work a secret. By that I mean when they speak about their display on the table, they put their voice on very low volume. I am fortunate that bad hearing has not yet hit me as much as other age problems have (Possibly since I never listen to hard rock music I guess). And I can still hold on to an X-acto handle but I still miss a lot of the S & T info at times. Others in the club have mentioned that they also could not hear some speakers. It has happened so often now that I'm beginning to think we should try harder to be heard. Understand that the complaint has not come from only we ancient ones in the club.

Your info is important to other modelers. I build ship models (What else), but I learned weathering techniques from a model railroader and a tank builder. Now I'm studying (again) the big decal mystery for the aircraft in the larger scale aircraft carrier kits (The planes' insignias are more prominent in these large scales). We are (or at least should be) always open to new ideas and that's one of the things that makes this club so useful. But you have to hear the idea first.

Now, I know that many of us (Me included) are not accomplished public speakers. As much as I like to bring some things to the table, I often dread talking about it because I know I'm a klutz as a speaker. That's why I stand up when I speak: it helps to blast out the words; So, I would like to take a member's idea and suggest each speaker stand while talking. Just try to concentrate on speaking to the guy in the opposite corner of the room.

We could also try hand signals to indicate we are missing the info on the other side by raising an arm with the hand hanging downward like a hook, just to be different from the usual asking a question thing. That may not be necessary we often just interrupt the speaker anyhow since it's a really casual group and we often enjoy being impolite. There's fun in that, too.

I'm not going to get the "25 words or less" thing, but I would suggest that each presentation include important things like the kits manufacturer (of course) and how well things fit, whose paint & decals were used and how accurate you think model is. Any after market details are also important. I'm sure most of you know what's important.

Let's go one step further. Anyone who continues being continuously TOO quite of a speaker during his show-n-tell shall be subject to a club vote: herein, said speaker shall write an article on what he was speaking about! Now that's SCARY, right? Granted, these meetings could get really loud if we did that but at least we could help out our newsletter editor.

The Haze Gray Admiral.

I'm Kristin, Jared-the-editor's wife. I've made some observations since we got married 6 years ago and he unveiled his obsession with plastic modeling. I really do love and appreciate my husband, and I'm glad he doesn't have some other hobbies that might be super expensive or take him away from our home. Nevertheless, I think you or your spouse might appreciate what I deal with.

Top ten frustrations about being married to a boy that plays with plastic toys

10- We've moved 7 times in 6 years and move the same unopened boxes of models every time we go to a new house.

9- Every time I look for a toothpick, I find the whole box out in the family room with the modeling gear.

8- Bringing home a new model, he says, "it's something to decorate our son's room with!" I say, "doesn't he have enough already?!"

7- He has more boxes of "models-in-progress," than finished.

6- My husband mentioning "it's that time of the month" only means he needs help folding and labeling newsletters.

5- Its really not my fault that our one-year-old ate/crushed/lost those pieces you need.

4- Referring to a book as "reference material" does not constitute a need.

3- Being reminded that bugging him about models is not a recognized hobby.

2- He would rather stay up late to work on models than come to bed.

1- I'm frustrated that he says I should write something for a newsletter for a club I don't even belong to!

Kristin Bishop - Modelers wife

Letters to the editor is a great way to tell me what a great job I'm doing. It is also a great opportunity for to help me by telling all of us what is important to you. Letters can be mailed to Jared Bishop, Editor, Silicon Valley Scale Modelers, P.O. Box 361644, Milpitas, CA 95036 or e-mailed to editor@svsm.org

you want the drill bit centerline to be so the bit doesn't wander) and inserted brass wire pins. (See photos.) These pins really gave the wing and tail joints strength. Without these I'm sure the thin little horizontals would snap off if you just breathed on them.

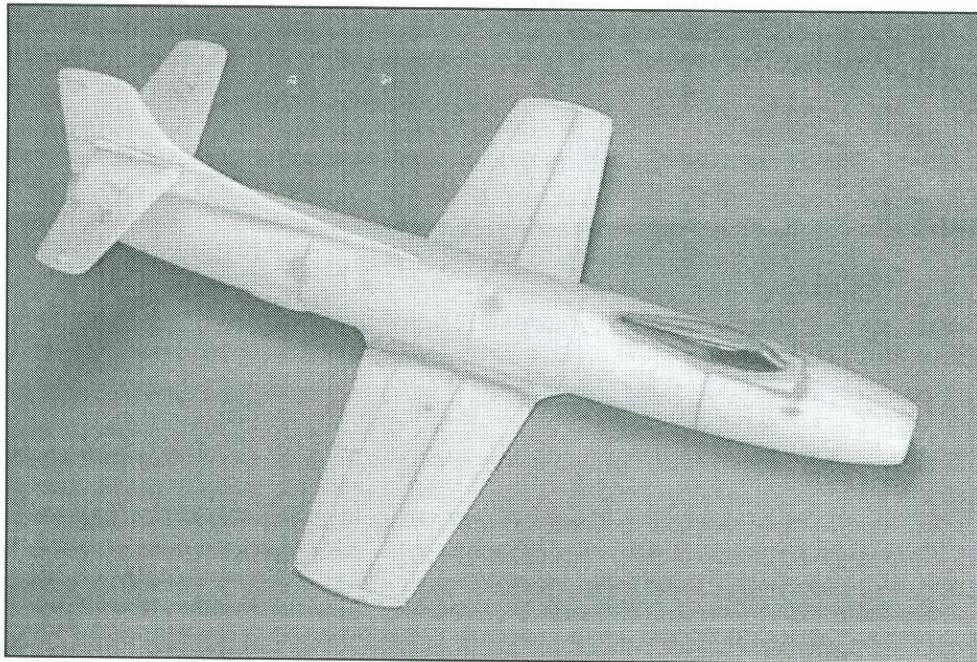
I carefully cut out the nice canopy by lightly scoring it with an X-acto and then again and again until it started to give. I sanded the bottom of it until it was smooth and then dry fit it. Holy cow! It fit!

I marked the outline of the canopy on the fuselage with a pencil and then painted everything that would be on the inside of the canopy gloss black so the flashlight guys wouldn't see the yellow plastic inside. I dunked the canopy in Future, let it dry for a few hours under a paper cup to keep kitty hairs off of it and attached it with superglue. Some Mr. Surfacer was added around the joint and then scotch tape covered the teeny weenie windows. Ready for primer.

PAINTING AND FINISHING:

First I sprayed the clear canopy gloss black, plugged the wheel wells and intake with wet paper towel fragments and later hosed the entire model with a very light coat of Testors Model Master Acryl gloss white (I thought I'd give these a try . . . not too bad). As usual I found lots of 'gotta fix its' so I sanded some more. Another coat of white, then another, finally it looked OK. The next night, I misted on a coat of red. I tried Signal red, but it looked too orange so I went back to D&J Hobby in Campbell, CA and with Al's help I bought some Model Master Acryl 'Guards' red. It matched the photos better (I know, I know, photo color changes with type of film etc. etc., but I only know the airplane from the photos so I pretended they were gospel.) I added another coat, and another and then the final coat. WOW! Is that bright red or what!

Oh yeah, before you put on the red; if you have to sand a

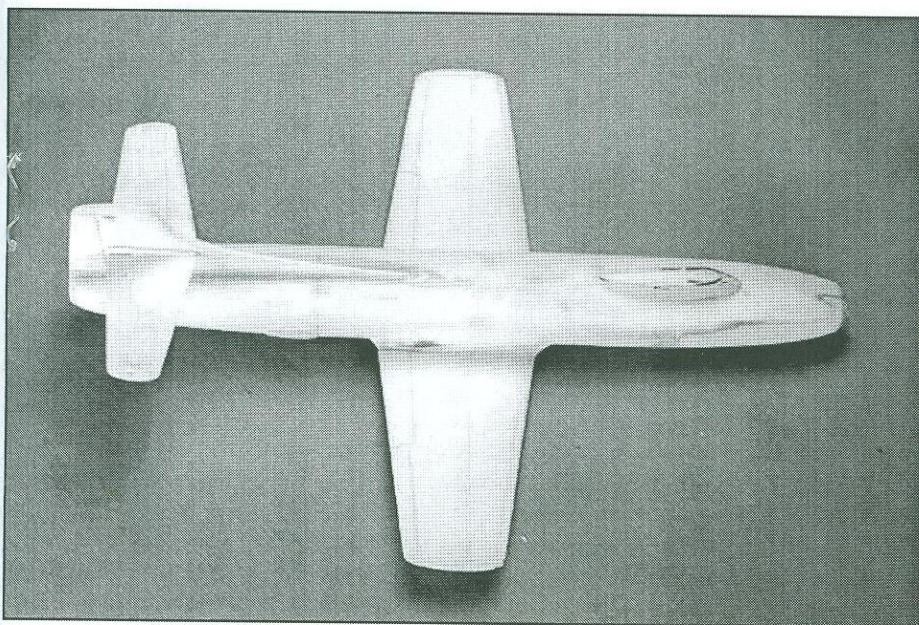


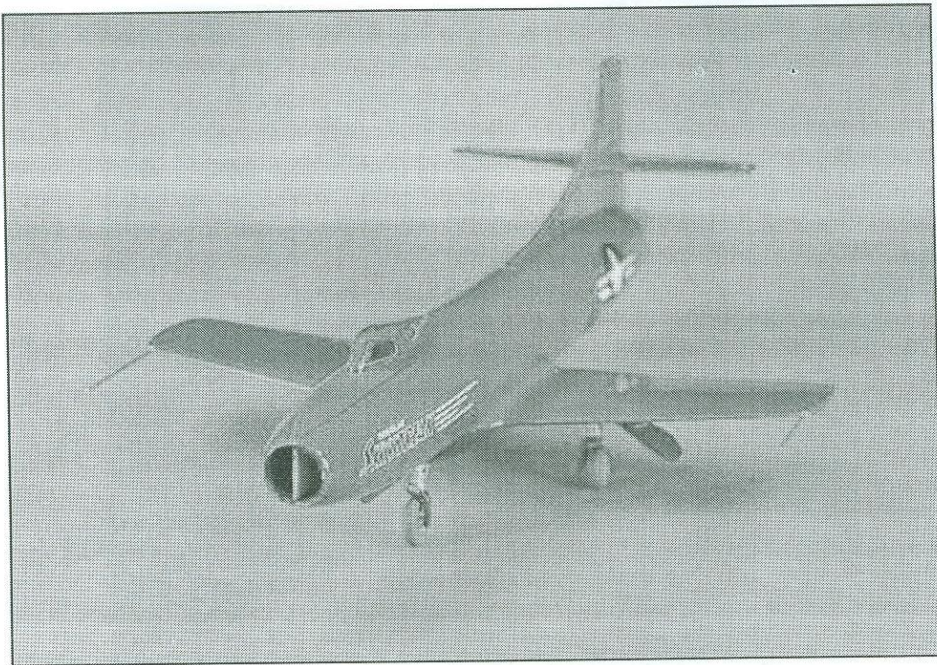
small spot on the white paint and think the red will cover it . . . it won't. Well, OK, I admit, I was too lazy to set up the air brush with white again just to paint another coat of white in that one itsy bitsy wee little spot . . . 'the red should cover it'. It didn't. After the first few coats of red I had to go back and hose on some white and then more red. Trust me on this one: The entire model must be flaw free white before you put on the red. Another thing, once you see it white, you'll want to buy another kit to do the white version. Get your wallet ready! This airplane looks great in white too.

I pulled out my reference photos because the instructions showed the all metal canopy version I wanted to build but without the Skystreak decal. Hey, I gotta have one with the Skystreak decal. Sure enough I found a photo in an old yellowed magazine article,³ that I had in my files since Reagan, that showed the teeny weenie window metal canopy, bright red paint, stars and bars and the Skystreak decal. Woo-hoo! Life is good! This configuration was to test an extended exhaust. So, all I had to do was extend the exhaust. Big deal.

A few days later, decals; but I replaced the stars and bars with ones from Microscale (OK, Superscale Decals . . . the old Microscale decals) because the decal was situated right over the speed brakes and the kit decals just didn't nestle down even with Micro Sol. The Superscale decals worked fine. Then I put on the Skystreak decal. That one went on nicely. Uooo cool!

After a few days I applied a Gloss Water Soluble Varathane clear coat. I thinned the Varathane with ONLY water (alcohol or any other solvent gets you cottage cheese in the little paint bowl) about 15 to 20% and misted on the first coat, misted the second, waited 5 minutes then did another one but a tad thicker and finally increased thinner to about 30% and gave it another shot. Really glossy!! It's thin, so if you get a run you can either swipe it quick with a Q-tip and hose on some more to level it or wait and hit it with 1,500



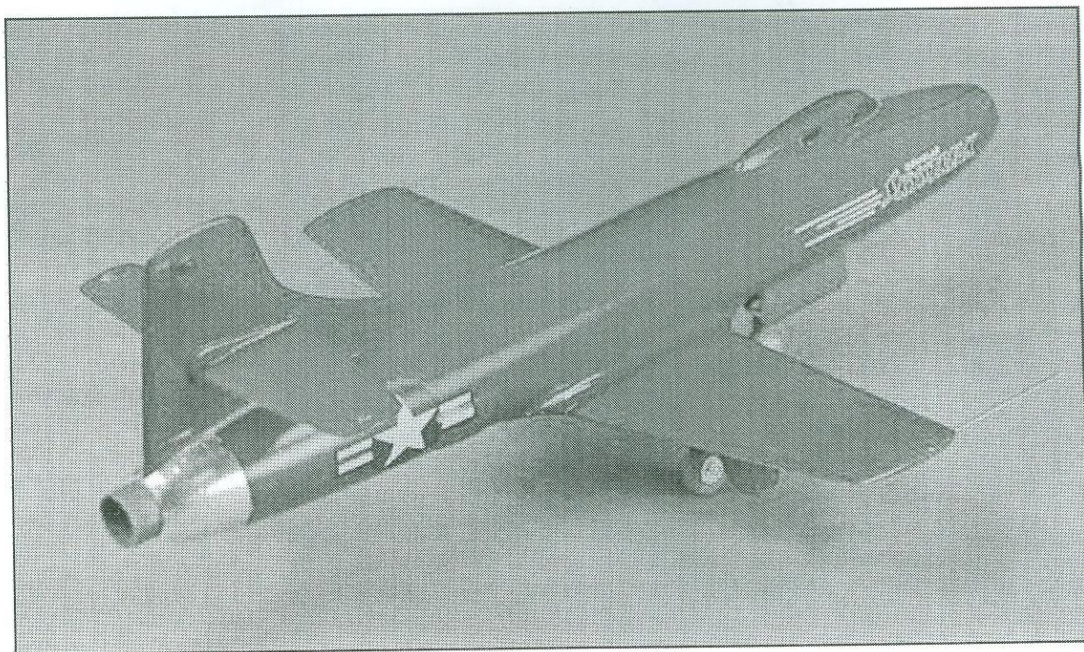


wet paper and then polish it out. I've done both and it comes out fine. It's very forgiving stuff. After awhile you know just when to stop before it runs. Like anything it takes some practice but it's very thin, clear, dries rock hard, is impervious to hot fingers and in several years has not yellowed. But use the clear coat of your choice at this point.

The teeny weenie canopy window masking was removed – hey, look, you can see. . . .ahhhh . . . nothing inside. Then wing pitot probes, (I forgot to predrilled these before I painted, Doh!) made from 0.20in. Brass rod hand painted with Testors Metalizer Dark Anodonic Gray and polished with SnJ powder, were attached to the wing tips. I only punctured my finger once while polishing it – I was distracted by Star Gate SG-1's 200th show.

I masked the antiglare panel being very careful not to get the tape on the 'Skystreak' decal. (Hint: Anigrand has extra decals and clear parts (sold separately). Do your self a favor and order a second canopy and decal sheet for a couple of bucks.)

It took a couple of tries at paper patterns that wrap around the exhaust area and when I got one that was close I traced it onto Bare-metal foil (I like that stuff!) and applied that onto the exhaust area and trimmed it with a super duper sharp Xacto #11 blade. The exhaust tube itself was painted with Poly Scale grimy black (railroad color) and then a little bit of blue and violet Rub & Buff on the outside. I smeared it with my fingers to mush these colors together until it looked just kind a cruddy and burnt. I put some brown and gray chalks (from railroad pastel chalks) on the inside of the exhaust and



glued it in with some Elmer's glue.

Gears, doors and the bottoms of the wheels were sanded just a tad. Done. TA-DA!!

CONCLUSION

Even considering that I had to make a new tail. I STILL think this was a great kit and I'm glad I purchased a few more subjects from Anigrand. I think I really like these resin kits! I bought the 4 engine tilt wing, the 4 engine ducted fan thing and the D-558-2 . . . I'm in love!!!

Lessons learned:

1. Fill excessive panel lines on resin kits with TAMIA putty or Mr. Surfacer but not super glue.

2. White under red must be flaw free, i.e. uniform white.

3. Buy an extra canopy and decal set when you order your Anigrand kits or when you order through your hobby shop.

Bury me with sandpaper!

Ref:

- 1) Marmo, Richard; How to Build and Modify Resin Model Aircraft Kits, Specialty Press, 2002
- 2) http://en.wikipedia.org/wiki/Douglas_Skystreak (free)
- 3) Trimble, Robert L., "Skystreak", Air Classics, (unknown date), pp28-32, 91-93.

Bibliography:

Libis, Scott; Skystreak, Skyrocket, & Stiletto Douglas High-Speed X-Planes, Specialty Press, 2005.

Bill Dye has been building models since 1955 and has been a member of SVSM since 1980. Bill likes to build 1:72 early jets, between wars yellow wing aircraft, prototypes, Russian and British weird stuff and 1:144 airliners.

BOOK REVIEW

U.S. Marine Corps and RAAF Hornet Units of Operation

Iraqi Freedom

By Tony Holmes

Osprey Publishing, Ltd., Oxford

96 pages, 67 color and B&W photos and 24 profile paintings
\$20.95

No air arm is more focused on cooperating more with ground forces than that of the U.S. Marine Corps. Support of troops engaged on the ground is the sole reason that USMC air assets exist in the first place, and Marine pilots take pride in their ability to directly affect combat on the ground so that the good guys come out on top. Striking battlefield targets has gained new levels of complexity with the high-speed Hornet and directives from war planners to keep to above 10,000 feet to avoid small-caliber anti-aircraft artillery. That difficulty is compounded by the rapid speed of modern warfare, which can render pre-mission planning obsolete by the time aircraft arrive over their initial targets. The latest in Tony Holmes' multi-part examination of F/A-18 operations over Iraq is a cogent analysis of what it takes to successfully employ a fast jet and precision-guided munitions against difficult-to-spot targets on a rapidly-evolving battlefield. What it takes, it turns out, is a group of smart, well-trained aviators.

For the Marines, the war over Iraq had distinct phases: an opening phase against static targets, a secondary phase involving close air support (CAS), and later phases in response to the insurgency. The second phase saw the Marines in their element, especially those qualified to serve in the Forward Air Controller (Airborne), or FAC(A), role. The effectiveness of the Marine FAC(A)s is illustrated amply, and the effect of training without consideration for troops engaged in combat is also illustrated in pointed examples in which Air Force and Army FACs failed to take into consideration the weapons carried by Marine jets and the likelihood that the blasts would also harm friendly forces. Luckily, few examples of this took place

during the war.

The book also reveals that a number of Marine pilots were used as ground-based FACs, usually riding in M1 Abrams tanks alongside the infantry and armor assets. One now-humorous incident involving the use of unmarked white pickup trucks by Saddam's Fedayeen fighters brings a salty response from a Marine FAC under fire that is remarkable in its efficiency,

precision and profanity. Another revelation is the importance of the ATARS reconnaissance system, which is relatively primitive compared to more recent developments but which played an important part in keeping track of the Iraqi battlefield.

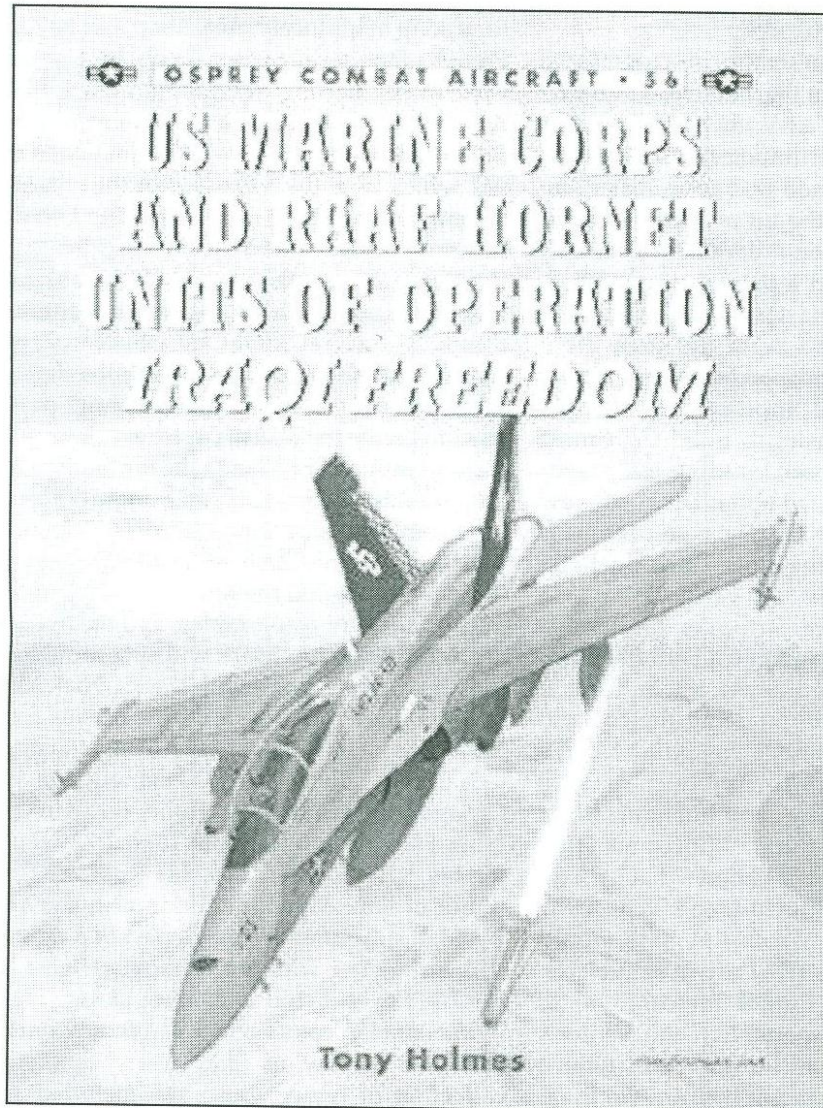
The book also sheds light on operations by the Royal Australian Air Force's Hornets, which at first provided combat air patrol services but turned to air-to-ground operations once it became clear the Iraqi Air Force would not put in an appearance.

If there's one shortcoming to this volume, it's the absence of a glossary for the dozens of acronyms that make up the vernacular of modern air combat. While most aviation enthusiasts know what JDAMs, JSOWs and FLIRs are, more recent additions like DASC, MEZ, CAOC and BAI missions can seriously interrupt one's ability to comprehend

what's going on without flipping a few pages back to learn their meaning. At times, whole paragraphs seem to be written in code that only other Marine aviators can understand.

As usual for Osprey's volumes about the Iraq war, most of the photos are in color, and the profile paintings, done by Chris Davey in this edition, are first-rate and should provide modelers with ample inspiration. Despite the tendency towards acronym-it is, Tony Holmes third volume on the use of the Hornet over Iraq is an important document that points out that, no matter what technological marvels are used in air warfare, the most important component is the man or woman in the cockpit.

--Chris Bucholtz



SEPTEMBER MINUTES

At the October meeting, we confirmed that the date for the Kickoff Classic will be April 14, and discussed the efforts of our absent president to get the deal for the Santa Clara Convention Center in place. Thanks to Laramie and the vice presidents for their efforts! Also, because the Air Racer and Missiles of October contests had just a few entries, we'll postpone the contest until November. November will also see our big auction; please bring those items you may have but will never use or build. We'll put them to use in generating revenue to support April's contest!

In model talk... Paul Bishop dug out some of his past efforts, displaying a half-dozen Airfix kits from that company's golden age. Paul showed a Bf 109, a Blenheim, a BV 189, an F4F wildcat and a TBM Avenger. Eric McClure's Trumpeter 1:35 STRV-103 "S-tank" has been gloss-coated, washed and drybrushed; he warns that the decal registration on the kit markings are off, and that's hard to spot until they're on a dark surface. Mark Schynert is delving into resin to build a pair of losing efforts by the British. He's using the Czech Master Resins kit to build a Westland Welkin and a Kora kit to build the even more obscure Vickers 432 Mayfly. Jim Lund picked up his model of the Farman 222.1 bomber in France, appropriately enough. He found the vacuform kit much easier to build than most injection-molded kits. Ron Wergin's been building 1:72 armor for a long time, so he's especially excited about Dragon's new kits. His latest builds are Dragon's King Tiger and Stug III, both of which he finished using Gunze paints. Chris Bucholtz is nearing completion of his Academy 1:72 GMC CCKW-353 truck, and he's cleaned up the invasion stripes on his Tamiya P-47D razorback. His next plane is a Hasegawa F-4B Phantom II; he's used the Eduard pre-painted brass set and some Kendall Model Co. resin ejection seats to detail the cockpit. Roy Sutherland is building a pair of Hasegawa Spitfire Mk. Vs as paint masters for future 21st Century Toys products; he says they went together well and it only took a couple of hours to get them assembled. Roy also built an Accurate Miniatures 1:100 Spitfire as a diversion, although he doesn't know what he'll do with it. The 21st Century Toys line now includes a 1:48 Bf 109K-4 and a 1:32 Opel Maultier SdKfz.4, which Roy says would make a great diorama accessory with 1:32 Luftwaffe subjects. He's also ready to sell the Cooper Details Meteor intakes; some of the first examples were on the table. Leon Venter's P-47D wears a new camouflage scheme courtesy of Gunze Sangyo paints; once the deals are applied, it'll be an Iwo Jima-based Thunderbolt. Frank Babbitt took Esci's Fiat G.91 and turned it into a contestant for the U.S. Army's close-support competition, complete with day-glo orange panels. Frank used Gunze Sangyo paints and he may add some additional cockpit details. Frank's also built four 1:48 Skyhawks for Steve Quock to finish off, using different kits; in descending order of quality, they are from Hobbycraft, Monogram, Fujimi and Testors. Frank also finished an A-4 for himself, this one a Hasegawa 1:72 kit in the scheme of Composite Squadron 2. Frank's entry for the small air forces category may be his Esci MB 326K, which he plans on finishing in Zaire's markings. Ben Pada added Jaguar's interior and AeroMaster decals to Hasegawa's F-86F Sabre, which is finished in a nice SnJ metal

finish. Ben's Kiwi A-4G is built from the Hasegawa A-4E in the same markings Ben used on a 1:72 Skyhawk a decade ago. Ben also has finished a Hasegawa P-40, using decals from one of the AMT kits. Rick Hester's M1A1 came from the Tamiya kit, and the only major addition to the kit was some extra stowage. The nice finish was created using Model Master paints. Chris Hughes 1:72 Jagdpanzer IV/70 comes from the DML kit, and it took just an hour to clean up the road wheels and get the lower hull finished. Alan Weber picked up a Hasegawa F4U-7 for a song at his local hobby shop, but he didn't want to build a French plane, so he plans to build his Corsair as a civilian plane used in the filming of "Baa Baa Black Sheep." The progress Alan made on his Corsair was done entirely in his hotel room. Bill Bauer's latest automotive conversion is an IMSA Porsche 962 which uses the front half of the chassis and cockpit from a Tamiya kit and not much else. The Perry's Resin conversion he used was well cast but had some inaccuracies; Ray Romero provided the decals for the 1960s-looking purple and pink scheme. Andy Kellock created a Richard Petty car that no company has yet kitted by combining the 1967 GTX from Revell with the 1964 Lindberg Belvedere. This followed the same pattern of mixing and matching parts that Petty's team used to create the fastest car he ever ran, something that Andy learned only after he made the modifications! Andy also took a pre-assembled 1970 Camaro Forward Motion car and re-built it, redoing the side pipes in Alclad, detailing the engine and polishing out the finish. Mark MacDonald was very pleased to discover how good the Mini Art T-70 tank was. The fit made it Mark's most enjoyable kit yet, and the five Soviet tanker figures are a terrific bonus. Mark will substitute FruiModel tracks for the kits delicate single-link tracks. Nick Moran was surprised by how good Tamiya's Marder 18 was for a kit produced in 1977. The kit survived a fall during construction to emerge as a beautiful vehicle in NATO camouflage. Brian Sakai's trip to OrangeCon was a fruitful one; he won a first for his Sweet 1:144 FM-2, second for his Toko 1:72 Nieuport 11, and third for his 1:700 U.S.S. Ward, his Kobukai fighting suit and his figure of Faye Valentine. Brian also showed the Hobby Boss P-40B, a simplified kit that's part of a new line. Gabriel Lee is still; struggling with the fearsome High Planes Canberra B.2, but his Revell F-16B is coming along. The Falcon is painted in Venezuelan colors and will become part of the China Lake Museum display of Sidewinder shooters. Kent McClure's collection of figures this time included some cowboys and gunslingers, plus the town's "seamstresses," six armed cowboy teddy bears, some armed gingerbread, and a group of warrior frogs. Bill Ferrante received a Revell of Germany 737-800 and he's building the 1:144 airliner; he's at the stage when he has to pick a scheme. Bill's last effort at airline building, an Airfix 737-200 damaged in the 1989 earthquake, is being revived as well. Bill Abbott made an effort to make it to the Air Racers contest, with a Hasegawa Ki-84, J2M, Hellcat and Ki-44, all in 1:72, creeping toward completion. But Bill's new favorite scale is 1:700; his collection of tiny planes now includes a DC-3 in American Airlines markings, a P2V Neptune painted as an AeroUnion firebomber, an S2F and two TBMs finished as firebombers, a B-26 drone director and two F6F-5Ks, and a

QF-4B Phantom. Cliff Kranz took two Otaki 1:144 C-5s and turned them into a Twin Galaxy, then slapped some decals from a Federal Express panel van on the fuselages to make a super delivery plane. The purple shade on the decals was matched to a Boyd Coddington grape pearl. Chris Zanella took a Maisto Plymouth Viper and stripped the metal body, then repainted it with a gold shade and a purple pearl coat. It was Chris' first attempt at this effect, and although it looks good, he plans on stripping it and doing it again so he can learn how

to get the effect he wants every time. Jared Bishop is planning to build the Macross Battleoid Conversion Valkyrie; the kit he's starting with is reputed to be the most accurate, but he still plans on re-positioning the arms and legs to make it more animated. And the model of the month goes to... Jim Lund for his Farman 223.4, finished as the Vichy-operated airliner. Jim used the Azur kit, which he said was much harder than a vacuform model, and he overcame the terrible instructions to create a very colorful model.

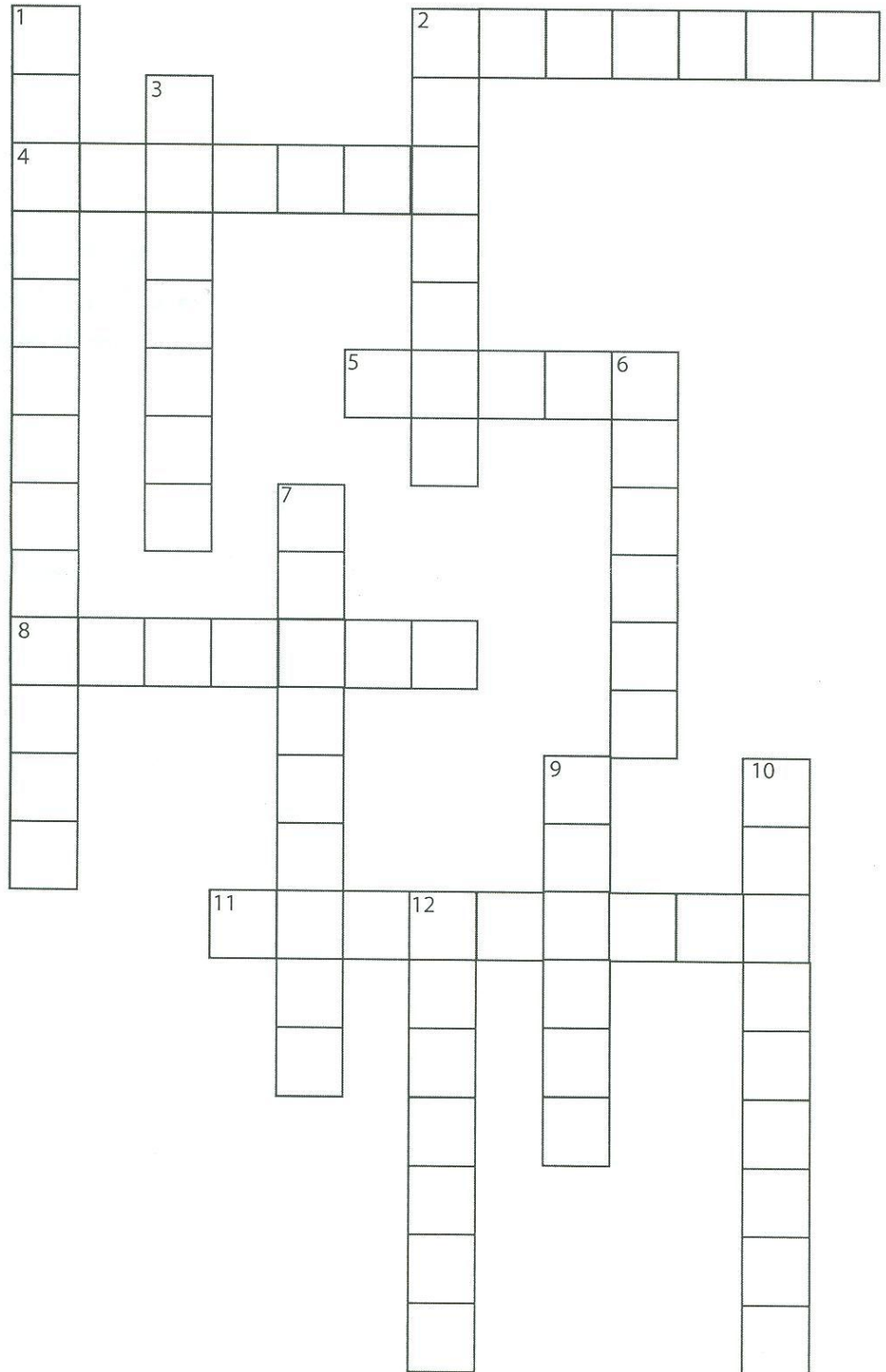
Modelers Challenge. If you can finish this Puzzle you get bragging rights at the next meeting. The solution will be printed up in next months issue.

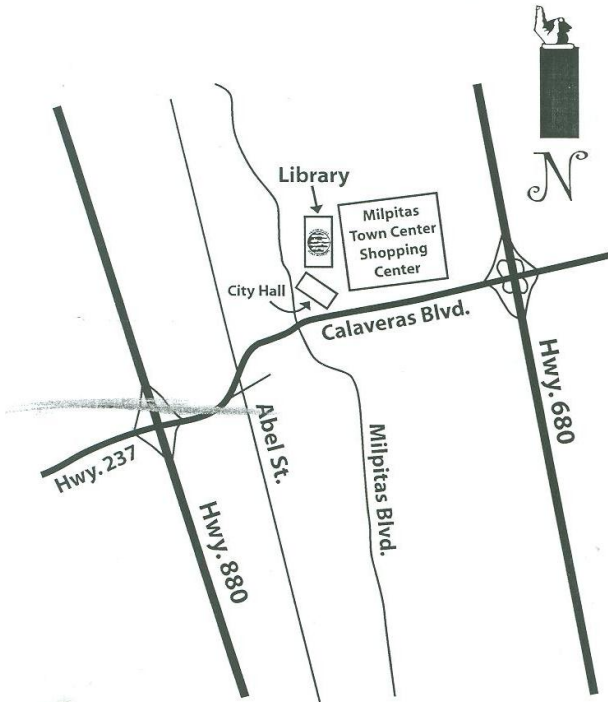
ACROSS

- 2. The Soviet Union, France, and Britain changed the name to Tomohawk
- 4. Iconic British single-seat fighter
- 5. Rocket-powered interceptor
- 8. With six machine guns and a Rolls Royce I was a bombers best friend
- 11. Known for its exceptional range and the dependability of its two Allison engines

DOWN

- 1. After WW2 the company was not allowed to produce aircraft
- 2. Triple redundancy in its flight systems. The aircraft is designed to fly with one engine and half a wing torn off.
- 3. The first primary shipboard fighter of the US Navy
- 6. Navy fighter was retired this year
- 7. CIA wanted a replacement for the U2
- 9. Crews prefer to call them "BONE." which stems from an early newspaper article.
- 10. A fighter with no guns, just bombs
- 12. The second largest single engine fighter of the WW II





Next meeting:
7:00 p.m.,
Friday,
November 17th
 at the
Milpitas Public Library
 40 N. Milpitas Blvd.
 For more information, call the
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